West Seattle and Ballard Link Extensions: Areas of further study

System Expansion Committee
11/10/2022
Why we’re here today

• Status update on areas of further study
• SODO station
• No action today
Motion No. M2022-57

Confirms or modifies the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting further studies in some areas to inform potential additional future Board action to confirm or modify the Preferred Alternative.
Further Studies
Areas of Further Study

- Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station
- Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance
- Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location
- Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations
- Eliminate Avalon station
- Potential station entrance refinements
- Shifting Seattle Center Republican station west
- Shifting tunnel portal south (Mercer)
- Pedestrian access improvements across 15th Ave with Tunnel 14th Station
- Shifting Tunnel 14th Ave alignment
- Station access and safety, including north and south of Market St with Tunnel 15th Station, cost savings, and third party funding
- Further study and engagement between community and agency partners
- Opportunities to provide station access from both sides of Denny St
- Ped bridge across Andover St or shift alignment south towards SW Yancy St
- Pedestrian access, including north and south of Market St with Tunnel 15th Station, cost savings, and third party funding
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives
- Elevated
- At-grade
- Retained cut
- Tunnel

DRAFT EIS ALTERNATIVES

ROUTE AND STATION PROFILES

SoundTransit
Areas of Further Study

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- Shifting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location
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- Shifting tunnel portal south (Mercer)
- Shifting tunnel portal north (Mercer)
- Pedestrian access improvements along 15th Ave
- Shifting Tunnel 14th Ave alignment

Additional Opportunities:
- Ped bridge across Andover St or shift alignment south towards SW Yancy St
- Pedestrian alignment refinements
- Further study and engagement between community and agency partners
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- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut
- Tunnel
Entrance north of Alaska on 41st

Entrance south of Alaska on 41st

Medium Tunnel 41st
Draft EIS Alternative

← Shift station entrance to 42nd
Entrance north of Alaska on 41st

Entrance south of Alaska on 42nd

Medium Tunnel 41st
Draft EIS Alternative

← Shift station entrance to 42nd

Status
1. Study overview
2. Initial concept
3. Interagency review
4. Refined concept
5. Summarize results
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Enhance bus/rail integration and Nucor access

Minimize impact to Transitional Resources

Minimize impact to Longfellow Creek

↓ Shift station and alignment south

Andover Station refinement

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- Enhance access from platform to S. Lander Street
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CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?
Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022
Open House
- Context and Value
- How we got here
- Community informs engagement process and scope of studies

Nov. 2, 2022
Workshop 1: Options
- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements

Nov. 16, 2022
Workshop 2: Tradeoffs
- Discuss tradeoffs and refine options

Dec. 14, 2022
Workshop 3: Key Issues
- Problem solving around key issues for each option
- Discussion of mitigation measures

Jan. 5, 2022
Workshop 4: Summary
- Bring it all together and get feedback on direction for Sound Transit Board

February
Sound Transit Board: Status Report

Process informed by CID Engagement Toolkit and discussions with community

Key Questions
- What hasn’t worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.
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- Eliminate Avalon station
- Shift station entrance to 42nd
Midtown: Shift entrances into public ROW

Westlake/5th: Consolidate entrances

Denny: Shift entrances into public ROW

Station entrance refinements
Midtown Station – 5th Avenue

Station entrance refinements

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DRAFT EIS ALTERNATIVES
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- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel
**Mix-and-match**

**Westlake to Denny to SLU**

- Assess connection from Westlake/5th to Denny/Terry
- Explore station access from both sides of Denny
- Assess connection from Denny/Terry to SLU/Harrison

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  - Tunnel
Assess shifting Republican station location further west

Assess connection from Mercer to Republican portal

Assess connection from SLU/Harrison to Seattle Center/Mercer

Mix-and-match

SLU to Seattle Center

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Reduce traffic, visual and future wastewater facility effects

Reduce risks associated with steep slopes, park effects, noise compliance

Reduce effects to proposed Storm practice facility, SCL substation and businesses
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Assess potential:
• Entrance modifications
• ROW reductions

Shift station and guideway to 15th ROW

Explore adding access north of Market

Tunnel 15th cost savings and access
SODO station
SODO-1A (Staggered)

Refinements

↓ Minimize property effects

West entrance removed and vertical circulation adjusted to minimize effect to Pacific Iron property
SODO-1A (Staggered) Refinements

Station access to Lander

Added elevated pedestrian connection from station mezzanine to new S. Lander Street overpass
Upcoming Board briefings
Upcoming Board briefings

February 2023:
Status report on areas of further study